

# SUCCESSFUL RUN MADE FROM RICHMOND TO OLD POINT BY TIMES-DISPATCH SCOUT CAR

Correct and Accurate Reading of Road Made for Benefit of Those Desiring to Make Trip—Road in Splendid Condition and People Anxious to Welcome Visitors.

BY GUS MALBERT.

In order to secure positive and definite information for the benefit of those who purpose making the trip from Richmond to Old Point via Williamsburg and Newport News, The Times-Dispatch enlisted the services of L. M. Foster, of the Foster Motor Car Company, who, in a Kline car, made the trip from this city over the recently completed road, carefully taking note of such points as might be confusing to the tourist. The result of this excursion is printed in a separate box, so that those interested may cut it out and preserve for future use.

It will be observed that every cross roads, fork, ford, prominent dwelling or schoolhouse has been noted, so that the wayfarer in possession of this chart can, without fear of losing his way, continue on the straight road, landing without trouble at his destination.

The party making the trip was composed of S. J. Waggoner, Jr., J. T. W. Curtis, L. M. Foster at the wheel, and the writer. Leaving the garage of the Foster Motor Company shortly before 1 o'clock on Tuesday afternoon, the first stop was made at the Jefferson Hotel. From that point the car was driven by the Capitol Square to The Times-Dispatch office, where the real start was made at 1:15 P. M.

**Made Good Time.**

The trip from Richmond to Williamsburg was made in very good time, though the run was necessarily slow because of the frequent notations. Several road gangs were met on the way, busily engaged in ditching, grading and grading. Everywhere the scout car was met with the glad hand by the residents, and all were happy to know that the cause of good roads was receiving such marked attention from The Times-Dispatch.

At a point just opposite Roxbury, on the Chesapeake and Ohio, W. C. Stewart, assistant superintendent of the road force, joined the party, and was driven to Barhamville, a distance of about eighteen miles. At Barhamville, J. A. Potts, an earnest member of the Peninsula Highway Association, greeted the car and its occupants, and promised that the next time The Times-Dispatch sent any of its representatives that way the people of Barhamville would be ready to entertain them.

The road throughout this portion of the trip was in remarkably good condition, and the statement made by L. B. Manville, of Newport News, that everything would be absolutely complete by August 15 was borne out by the manner in which the men at work on the highway are taking hold.

Gathering clouds portended the approaching rain, which the farmers and the party in the automobile were just as willing to welcome. "On to Williamsburg" was the cry, and down the road started the scout car. Probably five miles out of Barhamville the only mishap of the entire run was encountered. A tire became punctured and a halt was made necessary. Several innocent bosses, with wonder on their peaceful countenances, were the only witnesses of this bit of work. But the clouds waited not, and hardly had the trip been resumed when the rain began to fall.

**Ran Into Storm.**

However, not until Williamsburg was reached did the storm reach its height. Without exaggeration, the water fell in sheets. The streets of historic Williamsburg literally ran

with water. Old Bruton Church furnished but a fleeting glance. A short stop at the Colonial Inn, on Duke of Gloucester Street, in an endeavor to reach Newport News over the telephone, was made. But the operator was wary of the zigzag strokes of lightning which broke through the clouds, and refused to make the connection. On pass the monument which marks the spot on which the House of Burgesses sat went the machine. Just beyond Lebanon Church the rain cleared, but the wind, blowing from the North, was carrying the storm clouds on to the sea, and for that reason the rain was again encountered at frequent intervals. The remarkable part of it all was that despite the heavy downpour—and it was heavy—the roads held up wonderfully well, again proving the assertion that what had been an impassable stretch but a few months ago had been converted into a highway which was passable in any kind of weather.

Warwick Courthouse was passed in a deluging rain, and no stop was made. Morrison's was also largely obscured by the rainfall. Indeed, there was small chance to see anything or anybody, so heavily did the heavens weep, and yet the farmer and the city man were alike happy, for the roads were getting in bad shape because of a lack of water.

Newport News was reached about 5 o'clock, everybody drenched to the skin. By the shipyards and down Main Street to the Warwick Hotel was the route. There Mr. Manville joined the party. A brief stop was made at the office of the Newport News Press, where a cordial welcome awaited the travelers.

**Down to Old Point.**

Through Hampton and Phoebus on into Old Point without a stop. At the Chamberlin another hearty greeting was received. Then back to Newport News. Arrived at Newport News, it was determined not to make the return trip, as was originally planned, but to spend the night at the Warwick, which was done.

Five o'clock yesterday morning found every member of the party awake and ready to return to Richmond. The rain had proven refreshing, and the green things which looked thirsty the day before were refreshed by the welcome, yet unexpected downpour.

Mr. Manville determined to make the return trip to Richmond in order to inspect the roads. Contrary to the popular opinion, the roads had dried out, the dust had been laid and the return was far more pleasant than the down trip, the run being made in four hours and fifteen minutes, after making allowances for stops.

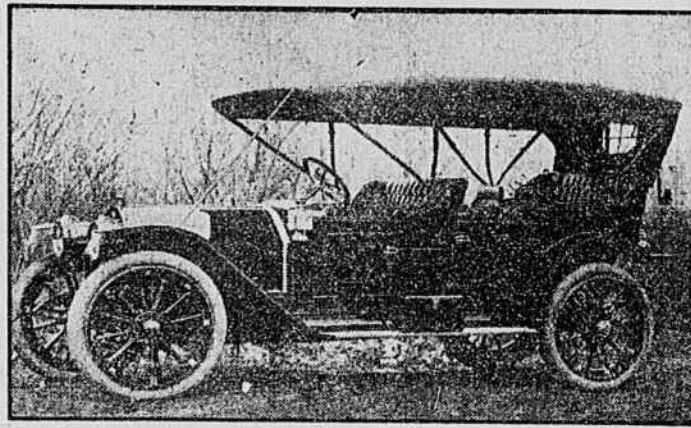
On the return trip there was not a hitch. Breakfast was had at the Colonial Inn, in Williamsburg, which was reached at 6:50. J. E. B. Spencer, the proprietor, welcomed the newspaper men and made them his guests at the early meal. Not another stop was made until Toano was reached, and there the well of refreshing water was so enticing that everybody got out to drink.

Richmond was the next and last stop. The final lag was made in good time, and the city was reached at 11:10. At the office of The Times-Dispatch the party dispersed, everybody happy and everybody pleased.

**Have Done Great Work.**

Those people who are working on the road deserve as much praise and commendation as can be bestowed upon them. They have done a wonderful thing. They have presented to the

## KLINE KAR



Times-Dispatch scout automobile, which made run to Old Point.

1. Foster Motor Car Company. Down Broad to Jefferson; turn right to
2. Jefferson Hotel. Down Franklin to
3. Capitol Square. Turn right down Ninth; then left down Bank; then right down Tenth; then right up Main to
4. Times-Dispatch. Up Main to Ninth to Capitol; then right to
5. Memorial Hospital. Turn to left into Marshall Street; then turn to right one block to Broad Street to
6. Chimbrazo Park.
7. Keep straight ahead, skirting Chimbrazo Park to right, to
8. Left down steep hill to railroad crossing.
9. Railroad crossing.
10. To Government Road (good condition).
11. Church on right; turn left.
12. Pass store and road on left; pass by National Cemetery.
13. Good road to
14. Ford to
15. Sharp turn to left (about nine degrees)
16. Long Chickahominy Bridge, sandy road.
17. Corduroy road.
18. More corduroy.
19. New road (good).
20. Take fork to right. Follow telegraph wires.
21. Pass store on left.
22. Turn to left and keep straight ahead.
23. Richardson's store. Turn right, down slight hill.
24. Church on left, down hill.
25. Ford out of hill; hard bottom.
26. Store on right.
27. Church on right.
28. New Kent Courthouse.
29. Take right fork.
30. Slatersville; cross roads.
31. Spring at bottom of hill.
32. Ford; hard bottom.
33. Barhamville.
34. Store on left; turn to right.
35. Brick school house on left.
36. Cross bridge over railroad.
37. Toano; well of good water at entrance to town; turn left through town.
38. Pass brick school house on left.
39. Pass store on right; well on left.
40. Cross railroad tracks; turn sharp left and then right.
41. Pass store on right.
42. Pass fork on right.
43. Pass fork on left.
44. Cross railroad.
45. Pass road on right.
46. William and Mary College on right approaching Williamsburg.
47. Pass fork on right.
48. Bruton Church on left.
49. Ruins of Williamsburg Courthouse on left.
50. Colonial Inn on Duke of Gloucester Street on left.
51. Turn to right; monument; sight of House of Burgesses, on left.
52. Turn to left.
53. Cross railroad track; turn to left.
54. Pass fork on left.
55. Cross railroad.
56. Pass grove on left.
57. Cross railroad.
58. Store on left; cross railroad.
59. Pass road on left; store on right.
60. Sharp turn to right down hill, and then to left over bridge.
61. Turn to left and cross railroad.
62. Lebanon Church.
63. Hotel on right; pass fork on left.
64. Cross railroad.
65. Pass road on right and turn to left.
66. Pass fork on left.
67. Pass Newport News reservoir on left.
68. Pass bridge over Newport News water works.
69. Pass road on left.
70. Pass road on left.
71. Pass road on left.
72. Warwick Courthouse, on right. Hotel on left.
73. Pass road on left.
74. Pass church on left at top of hill.
75. Pass road on right.
76. Pass road on right.
77. Sharp turn to left.
78. Take right fork; pass store on right.
79. Pass road on right.
80. Enter Morrisons; pass store on right.
81. Turn sharp to right.
82. Pass road on left.
83. Pass store and road on right.
84. Turn to right.
85. Turn to left.
86. Turn to right.
87. Turn to left and pass ship yards.
88. Down Main Street to
89. Passing by United States Custom House and Post-Office to
90. Warwick Hotel, Newport News, to
91. Via Twenty-fifth Street to Main to Twenty-fifth Street to the Newport News Press.
92. Down Twenty-fifth Street, crossing bridge.
93. Sharp turn to right.
94. Sharp turn to left.
95. Cross railroad.
96. Cross bridge at Hampton Creek.
97. Turn to right into Victoria Avenue, Hampton.
98. Turn left into Armistead Avenue, Hampton.
99. Turn to right sharp into Queen Street, Hampton.
100. Cross Hampton Creek, turning to left and following street car tracks to
101. Where turn to right to
102. Where turn to continue along car tracks to
103. Chamberlin Hotel, Old Point.

State of Virginia and to the people of the country at large a stretch of road measuring exactly 55.9 miles, reaching from Richmond to Old Point, one of the most historic sections in the United States, which is now in good condition; so good that the run can easily be made in four and one-half hours.

But they haven't stopped yet. They are still working, and they say that they are not going to stop until every person going over the road will state that it is the best road they have ever traversed. It really seems marvelous.

When the tales of a scant few months are reviewed; how this man was stuck in the mud, and how that man had to get a team to get him out of a hole—those who knew the road under these conditions must simply marvel at what has been accomplished in so short a while.

To sum it all up, one may take the road as outlined without fear of meeting with any trouble whatever. The run can be made speedily and safely over a smooth highway, presenting no difficulties to overcome.

The people along the route are glad to welcome visitors, but they built the road and are improving it, and will maintain it because it is an economic success. It enables them to do things which they were unable to do before. The cost of hauling produce has been reduced to a minimum, but will be further reduced, when the improve-

ments now under way are completed.

The road from Richmond to Newport News is a valuable object lesson to the other sections of the State. If those living further away could see the work which has been done, and at an average cost of about \$350 a mile, they would understand why the eastern section of Virginia is prosperous. There is a slogan in that good roads bring plenty, and they are living examples of the fact that the slogan is a mighty good one and a mighty true one.

There are no road hogs in that section. Each person on the road respects the rights of the other fellow. They are willing to give and take. The automobile is welcome. Some of the people will tell you that they are glad the motorists come because the owner of a car is a person who has money to spend, and spends it. Gradually the horses and mules are becoming educated to the automobile, and the time is not far distant when they will have become accustomed to the chuff-chuff of the engine.

It is a great trip to Old Point over the new road, and it is a great road.

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## ALL BETTING DONE IN PRIVATE POOLS

Bookmakers' Stalls at Indianapolis Race Track Deserted.

Indianapolis, Ind., July 12.—The bookmakers' stalls were deserted this afternoon while the second day's card of the Grand Circuit races met here was on, by the order of Governor Marshall. Yesterday the space under the big stand at the State Fair Grounds, where the stalls were located, was thronged with a crowd eager to get their money down on the favorites, but to-day it was quiet, and what betting there was done in front of the grandstand, in private pools. Considerable money changed hands in this way, but it is said the amount was not to be compared with the betting yesterday.

The track to-day was good, and the

fastest mile of the season was recorded when Zombrower, driven by Snow, registered 2:04 1/2, in the second heat of the 2:03 pace, the feature event of the day. She took the third heat a quarter of a second slower, and was not pushed until right at the finish, when Sir R. pulled up and lost the heat only by a neck.

All the races to-day went in straight heats, and the only real big surprise of the card was the defeat of the veteran Geers's Akar by Zombrower in the feature race. Many had picked the Memphis horse to win the big stake, but the best he could do was to take third money. Summaries:

First race—2:15 trot, purse \$1,000.—The Huguenot, ch. m., by Chisholm, first; Cascade, ch. h., second; Viola Strong, b. m., third. Best time, 2:12 1/2.

Second race—2:03 pace, purse \$2,500.—Zombrower, wh. m., by Zombro, first; Sir R., b. g., second; Akar, s. h., third. Best time, 2:04 1/2.

Third race—2:25 trot, purse \$1,000.—Argot Hal, b. h., by Brown Hat, first; Lady Willow, br. m., second; Dr. Jones, blk. h., third. Best time, 2:09 1/2.

Fourth race—2:14 pace, purse \$1,000.—Peter the Second, b. h., by Mr. Pinkerton, first; Band Girl, b. m., second; Lon Allen, ch. g., third. Best time, 2:06 1/2.

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## HIGH STANDARD IS SET BY BOARD

Modern Requirements of Veterinarians for Protection Against Diseased Cattle.

Only graduates of recognized veterinary colleges can expect to pass the examinations now given by the State Veterinary Examining Board, according to a statement made yesterday by State Veterinarian J. G. Ferneyhough. The standard of this branch of medicine and surgery in Virginia, as in all other progressive States, is believed to be advancing rapidly. United States inspectors as well as practitioners are required to be thoroughly prepared before they are accepted as qualified veterinarians.

The State board will meet at the Lynnhaven Hotel, in Norfolk, to-day for the purpose of examining the applicants for license to practice veterinary medicine in Virginia. The Virginia State Veterinary Medical Association, which has now a membership of more than eighty, and which began its work in 1894 with but twelve members, will hold its midsummer meeting in Norfolk to-morrow.

**Cattle Tests Required.**

Commenting on modern requirements in connection with the profession, Dr. Ferneyhough, who is also president of the State association, said last night:

"It is worthy of notice that forty States in the Union now require that before cattle for breeding and dairy purposes shall enter the said States the animals must have been tested by a qualified veterinarian, and a written certificate from such veterinarian must accompany the shipment. Before the cattle will even be received by the railroads. This is the actual law on the subject, and the veterinarians, as far as I know, had nothing to do with its passage except to advise in a professional way the live stock men to protect themselves against buying cattle infected with contagious or infectious diseases."

"The Virginia State Veterinary Medical Association has ruled that its members must brand all cattle which react to the tuberculin test, as it is a fact that in some cases an animal will react to the test but once, though at the same time it may be affected with tuberculosis. Therefore, to prevent any one buying an animal which has once reacted to the tuberculin test, the association thought it wise to provide that its members in the future brand all reacting animals on the light shoulder with the letter 'V'. Few, if any, stock owners will object to this as the majority of cattle owners once destroy all of the animals which react to the said tuberculin test now. It is true that occasionally an animal might react at yet not be tuberculous, however, when we consider the fact, as shown by the United States Bureau of Animal Industry, that 95 per cent. of the reactors which are slaughtered are shown to be affected with tuberculosis this test is indeed good enough for the Virginia Veterinary Medical Association until something else is good, or better, is discovered."

"Taking the ground that no cattleman, dairyman or breeder will buy an animal which has reacted to the test if he knows it, then we naturally suppose that none of these men wants to sell these animals (except for immediate slaughter under the best methods of meat inspection, which the brand does not prohibit) in order to protect the test and the buyer, we urge the branding of all cattle which react to the tuberculin test."

## Around the Hotels

Richmond—J. L. Heard, Norfolk; H. Lawrence Brooke, Norfolk; N. Mac Burton, Jacquelin Burton, Croset; C. C. Walton, Jr., Norfolk; C. K. Graham, Hampton; Mrs. Dabney Cosby, Columbia; Miss Cannaway, Lynchburg; Sam Sherrick, Norfolk; W. H. Hall, Emporia; W. A. Jamieson, Clarksville.

Park—W. J. Piver, Virginia; H. C. Fleetwood, Waverly.

Lexington—George K. Potts, Barhamville; V. C. Verlander, Portsmouth; A. L. Harmon, Norfolk; E. F. Daniel, Virginia; J. G. Nowlin, Lynchburg; T. Freeman Epps, Blackstone; H. Cuieth, Dillwyn; C. A. Thomas, Columbia; A. D. Pender, Norfolk; J. W. Carter, Farmville.

Davis—Charles L. Day, Bumpass; G. W. Wright, Newport News; W. H. Smith, Roanoke; James Y. Miller, Newport News.

Gilbert—T. A. Crist, Lexington; F. O. Sitz, Newport News; J. Wharton King, Newport News.

Murphy's—W. H. Frank, Virginia; H. T. Estes, Roanoke; Mrs. C. I. Witz, Norfolk; Mr. and Mrs. A. H. Davis, Palmyra; C. A. Gregory, Clover; Mrs. B. R. Dodd, Newport News; James B. Blanks, Petersburg; Charles A. Osborne, Virginia; John L. Farinholt, Freeport; T. B. Roane, Freeport; W. M. Ligon, Lynchburg; Dr. J. H. Thompson, Pocomoke; C. C. Bassett, Bassett; C. H. Wood, Norfolk; B. D. Davis, Norfolk; W. L. Dawson, Herndon.

Jefferson—Mr. and Mrs. Rawlins Lowndes, Charleston, S. C.; H. E. Reich, New York; H. L. Richardson, New York; G. A. Blackmore, New York; Harry Fulton, New York; S. H. Busser, New York; Mr. and Mrs. W. C. Arvel, New York; Fletcher Brush, New York; L. W. Read, Baltimore, Md.; E. J. Trankle, Baltimore, Md.; J. M. Hubbard, Philadelphia, Pa.; B. J. Hose, Rochester, N. Y.; A. C. Langston, Atlanta, Ga.; L. K. Pond, Newark, N. J.; L. D. Winters, Berlin, Newark, N. J.; L. D. Winters, Cleveland, O.; W. J. Hall, Albany, N. Y.; J. R. Cunningham, Lexington, Ky.; S. W. Pannill, Norfolk; William H. Clark, Dayton, Ohio; George D. Hopkins, Alexandria.

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